Amendments to the claims:

Please cancel claims 1-15, 30 and 31 and amend the following claims as follows:

1-15. (Canceled).

30-31. (Canceled).

32. (Currently Amended) A system for damping vibratory forces applied to a vehicle, comprising:

at least one mount including a first rigid member connectable to the body of a vehicle, a second rigid body connectable to a wheel suspension system of said vehicle and a body of elastomeric material interconnecting said rigid members having a pair of chambers provided with a damping liquid, a first, restricted orifice ~~interconnecting~~ intercommunicating said chambers and a distinct second, restricted orifice intercommunicating said chambers provided with a valve;

means for detecting vibratory forces applied to said vehicle; and

processing means responsive to detected vibratory forces operatively connected to said valve for controlling the passage of said damping liquid through said second orifice and correspondingly vary the damping effect of said mount.

33. (Previously Presented) A system according to claim 32 wherein said first orifice is arcuate and said second orifice is linear.

34. (Previously Presented) A system according to claim 32 wherein said detecting means is functional to detect vibratory forces applied to a front axle of said vehicle.

35. (Previously Presented) A system according to claim 32 including at least two of said mounts and wherein said processing means is operable to selectively actuate the valve of one of said mounts corresponding to a selected vibratory force detected.

36. (Previously Presented) A system according to claim 32wherein said detecting means is functional to detect vibration forces applied to a front axle of said vehicle, and said processing means is operable to selectively actuate the valve of at least one mount interconnecting a rear suspension system and a body of said vehicle.

37. (Previously Presented) A system according to claim 32 wherein said mount is functional to be conditioned in combinations of low and high stiffness and low and high damping.

38. (Previously Presented) A system according to claim 32 wherein said chambers of said elastomeric body are disposed on opposite sides of a centerline of said elastomeric body.

39. (Previously Presented) A system according to claim 32 wherein said chambers of said elastomeric body are spaced along a centerline of said elastomeric body.

40. (Previously Presented) A system according to claim 38 wherein said chambers of said elastomeric body are disposed on opposite sides of a centerline of said elastomeric body, and including a second pair of chambers of said elastomeric body spaced along said centerline of said elastomeric body provided with a damping liquid, a first restricted orifice interconnecting said second pair of chambers and a second restricted orifice intercommunicating said chambers provided with a valve.

41. (Previously Presented) A system according to claim 40 wherein said first restricted orifice interconnecting said second pair of chambers is arcuate and said second restricted orifice interconnecting said second pair of chambers is linear.

42. (Previously Presented) A system according to claim 40 including a third pair of chambers of said elastomeric body spaced along said centerline of said elastomeric body provided with a restricted orifice interconnecting said third pair of chambers provided with a valve.

43. (Previously Presented) A system according to claim 40 wherein said processing means is operative to selectively actuate said valves in response to selected vibrating forces detected.

44. (Presently Presented) A system according to claim 42 wherein said processing means is operative to selectively actuate said valves in response to selected vibrating forces detected.

45. (Previously Presented) A system for dampening vibratory forces applied to a vehicle, comprising:

at least one mount including a first rigid member connectable to the body of a vehicle, a second rigid body member connectable to a wheel suspension system of a vehicle and a body of elastomeric material interconnecting said first and second rigid members, provided with a first set of chambers spaced along an x-axis, filled with a damping liquid, a first restricted orifice intercommunicating said first set of chambers and a second restricted orifice intercommunicating said first set of chambers, said second restricted orifice having a valve; a second set of chambers spaced along a y-axis, filled with a damping liquid, a third restricted orifice intercommunicating said second set of chambers and a fourth restricted orifice intercommunicating said second set of chambers, said fourth restricted orifice having a valve; and a third set of chambers spaced along a z-axis, filled with a damping liquid, a fifth restricted orifice intercommunicating said third set of chambers and a sixth restricted orifice intercommunicating said third set of chambers, said sixth restricted orifice having a valve;

means for detecting vibratory forces applied to said vehicle; and

processing means responsive to detected vibratory forces operatively connected to said valve for controlling the passage of said damping liquid through at least one of said second, fourth and sixth orifices and correspondingly vary the damping effect of said mount.

46. (Previously presented) A system according to claim 45 wherein each of said first, third and fifth orifices is arcuately disposed and each of said second, fourth and sixth orifices is linearly disposed.

47. (Previously Presented) A system according to claim 45 wherein said detecting means is functional to detect vibratory forces applied to a front axle of said vehicle.